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JPRS L/9783

10 June 1981

West Europe Report

(FOUO 28/81)



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ECONOMIC

ITALY

OPINION ON PROSPECTS FOR WAGE INDEXATION

Milan CORRIERE DELLA SERA in Italian 13 May 81 pp 1-2

[Article by Mario Monti: "Wage Indexation Has a Future"]

[Text] The "health" of wage indexation depends on how the present mechanism is protected from possible revisions in the coming months. The more intransigent and successful this protection is, the more precarious a future wage indexation will have. The paradox is only apparent. Let us examine the probable consequences of the three "lines" that are now confronting each other. In order of adherence to the dogma of "untouchability" they are as follows:

(1) Wage indexation is not to be touched, and that's that.

(2) The mechanism is not touched, but it will be left to work for a year under a pre-determined "roof" with an ultimate equalization if inflation is greater than foreseen.

(3) The mechanism is modified, especially to distinguish between imported and domestic inflation and to soften the effects of leveling wage rates.

(1) Completely "intact" wage indexation seems to be the most vulnerable in the middle term. It only remains to be seen whether this vulnerability will take the form of euthanasia (the average level of compensation for inflation decreasing with time), an execution (an imperious veto on the part of the authorities is not unthinkable and may not even be unpopular in the event of runaway inflation), or suicide (conflicts between workers as a result of wage leveling will force even the unions to alter wage indexation).

(2) The Tarantelli proposal of a ceiling with possible equalization has the advantage of political palatability in bringing together two apparently irreconcilable elements: "do something" about wage indexation but "don't touch" the mechanism. Thus it could be said that the workers are contributing to the fight against inflation but that wage indexation had not been touched.

I have expressed in this column my doubts about the acceptability and effectiveness of this proposal. What may not have come out yet is that the proposal, through no intent of its authors, seems to follow a path not of modifying but of gradually abandoning wage indexation. This conclusion has been reached based on both the analysis Tarantelli supplies with his proposal and on other results it may have if it is applied.

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Analysis: For Tarantelli, the defect of wage indexation consists in its being linked to inflation as actually recorded (as closely as possible in the past) rather than to inflation as forecast or planned for the future. It is debatable whether this is a defect or not, but I do want to note that this is the very essence of wage indexation, not a particular accident causing a distortion (as, for example, the point that it causes wage leveling). If it is desired that wages reflect forecast or planned inflation, the institutional system for doing that is one without wage indexation, where contracting parties set wages on the basis of expected inflation, possibly taking into account statements of economic policy. This is the German system, among others. As for wage indexation, in short, we either have it or we don't. If we do, it can be based only on actual inflation. If it is intended to reflect future inflation, contracts may be based on this expectation, but it isn't wage indexation. It seems to me, then, that Tarantelli's lucid analysis actually deals not with the present Italian system of wage indexation (whose mechanism he actually does not propose to change) but wage indexation itself.

Other consequences: This debate would also take place in practice--and it would be a rather weighty one, too, I think--at the end of the "Tarantelli period," whatever its outcome might be. If inflation is more than planned, there would be the trauma of equalization. Wage indexation would hit business and the public budget all at once. It would be exposed to the dangers outlined in point (1). On the other hand, if inflation is less than planned, it would be said that merely suspending a part of wage indexation served to reduce inflation. Logical consistency and political pressure would force further steps toward abolishing wage indexation and replacing it with a contract mechanism that would consider only future inflation. Again, it may be debated whether this is good or bad, but it is a development that should be kept in mind to make a wise choice of roads to take.

(3) The proposals to modify the present system of Italian wage indexation--understood particularly as distinguishing between imported and domestic inflation and softening the effects of wage leveling, this is what is meeting the greatest resistance, not so much because they are technically more complex but because they are explicitly intended to change the mechanism; they must "touch" it, though with all due respect and the intention of rationalizing rather than penalizing it.

Without going into the merits of the individual proposals of the third type at this point, and they are already being discussed in various quarters anyway, the considerations brought out above may help make it clear that only in appearance are these proposals the most dangerous ones for wage indexation. True, they do not leave intact the dogma of "untouchability," but at least they do not violate it, nor do they expose the very institution of wage indexation to the risks discussed under points (1) and (2). They are intended to correct some imperfections so that the institution may survive.

If the preceding considerations are not entirely erroneous, it follows that the union movement may prefer to follow course (1) or (2) and leave the discussion open on the merits of the proposals to modify the mechanism of wage indexation (course 3) in the larger context of economic policy only if it still upholds the dogma of "untouchability" or if, on the other extreme, it is convinced in its own mind that it is better to lose (or have cut back) wage indexation and live by contracts alone.

After all, there would be nothing scandalous about that, but it is a problem that would be better confronted on its own merits rather than left lurking in the darkness as, it seems to me, the unions, Confindustria [General Confederation of Italian Industry], and the government are doing. Is it better that wages be set by an Italian model with wage indexation or by a German model without wage indexation?

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To synthesize, my opinion is this: I won't be surprised if union organizations (of workers and contractors) prefer a lot more contracts and a lot less wage indexation; it would give their negotiating role a lot more potential. But I doubt it will benefit the economy in general and contain inflation.

In the first place, the German model uses contracts of much shorter duration. In Germany, they are drawn up every year. In Italy, with the present rate of inflation and without wage indexation, their duration might be even shorter, not the 3-year contracts we now have. Contract renewals would therefore be more frequent than now.

In the second place, in every case of contract renewal, the German model, if used in Italy, would encounter three difficulties that are much more prominent than in Germany. The forecast errors in the rate of inflation are great; therefore, the workers would insulate themselves by making greater demands. The level of conflict is greater; therefore the "costs" of more frequent contract renewals would be higher in terms of lost production and public disorder. There is a greater propensity on the part of government to take on a mediating role in contract renewals (something different in forming a credible macroeconomic framework, compared to Germany's), this mediation, though it occurs only at 3-year intervals, has combined to create a consistent portion of inflation.

For these very reasons, Italy in particular can benefit from a good wage indexation scale.

This article may show that in my case, at least, the "attack" on wage indexation has the objective of having an institution survive that I think is useful. I want it to survive, particularly, the perils it is exposed to by those who proclaim it "untouchable" and, at the same time, by those who want to get rid of it.

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ECONOMIC

ITALY

CISL CARNITI'S RAPPROCHEMENT WITH AUTONOMOUS LABOR UNIONS

Milan IL MONDO in Italian 24 Apr 81 pp 28-29

[Article by Bruna Bellonzi: "Carniti Studies the Autonomous"]

[Text] He has already analyzed the models by which he is inspired and has discovered who his allies are. Now he wants to understand the reasons for their options. And then...

The objective is ambitious: to escape from ordinary places, from bungled valuations, to abandon the attitude of sufficiency and moralistic condemnation, to undertake to know the motivations which support that attitude, in order to be able to intervene politically and organizationally in the world of autonomous unionism. The goal of Pierre Carniti's CISL [Italian Confederation of Labor Unions] is clearly to follow the path leading to the recovery of the tens of thousands of workers now belonging to autonomous organizations (and of the hundreds of thousands who, not having an organized and stable relationship, follow and support their initiatives).

CISL came up with a lengthy document, containing an abundance of figures and supported by an effort to make the most objective analysis possible (prepared by Emanuela Di Filippo of the confederal training office and whose conclusions are being published by IL MONDO in a preview). With this study the Italian confederation ranking second in size is breaking the ice and courageously confronting an argument which is among the most vexatious for the unitary union movement.

The present option is explained by the gravity of the situation which CISL, CGIL and UIL [Italian Union of Labor] are facing. "While not faced with an enormous quantitative amplification of the phenomenon, we are obviously seeing a distinct revival of autonomous unionism's capacity for mobilization, particularly in the transportation sector and in some of the sensitive sectors of public service," Mario Colombo of the confederal secretariat explains.

The effects of this situation are devastating: the widespread conviction of a loss of representation by unitary unionism and the urge to regulate the right to strike by law. In fact, prolonged action in the fierce struggle occurring in the services sector does not represent just an internal question for the unions (one of competence in carrying on the struggle) but, on the one hand, causes continuous hardship for the entire group and, on the other, discourages the already committed tourist movement, thus bringing about the loss of many billions of lire in the balance of payments.

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But how can the confederal unions confront the problem? "We must be able to answer the question: 'Why does a worker who chooses the union route--a binding choice compared with one who does not choose to belong to any union--join an autonomous organization and not one which is confederal?'," Colombo says.

To begin with, CISL has been precise in its research: Of the more than 160 branches which now make up the universe of autonomous unionism, it begins by examining about 30 (see table) among those which operate in the services and have an organizational structure. For example, the grievance committees are left out of the picture, not because their weight is negligible but because action in the situations they handle is related essentially to immediate objectives for which they are set up from time to time.

The CISL analysis distinguishes between two types of autonomous unionism: conventional organizations which emerged before or simultaneously with confederal unionism and those of the new generation which developed in the early 1970's. It is characteristic of the first type to defend professionalism or a specific status represented by certain privileges (particularly noticeable among government administrative people, railwaymen, bankers, teachers and paramedics) and the power those individuals wield in state and government confrontations. A characteristic of the second type is that of action, often limited to specific aspects of working conditions such as those relating to compensation and involving a strong anticonfederal commitment, expressed with a tone of the most exasperated political extremism.

A fertile soil for both is found in the attitude of certain businessmen openly favorable to individual bargaining or agreement with groups of workers definable almost as a caste and the client-type relationship of political personages ("almost always of the DC or else connected with parties of government domination," as the CISL document states) whose support of autonomous demands involves the clearcut subordination of these unions to the current godfathers. We have only to reflect about the abundant measures taken by the DC or centrist governments on behalf of state or state-controlled employees. The most shining example is still the notorious law on the departure of the superbureaucrats passed by the Andreotti-Malagodi government in 1973.

However, according to CISL, the answer cannot be political in the sense of understanding the basic needs served by autonomous unionism, needs which confederal strategy has ignored or even penalized up to now.

Thus, we have the defense of professionalism which should be one of the most important areas for discussion in the next contract negotiations.

In the reconquest strategy proposed by CISL, the contractual event becomes decisive, partly because "all autonomous unions--conventional and new-generation--want to sit at the bargaining table," a definite symbol of recognized representation of the organization as a whole.

However, the mere fact that they have asked themselves questions and undertaken to analyze and ascertain the real extent of the phenomenon is, the CISL leadership confirms, the first step in possible recovery action. Such action will

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Chart of Primitive Archipelago

<u>Identification</u>	<u>Membership</u>	<u>Originated</u>	<u>Strengths</u>	<u>Strike details</u>	<u>Rapport with Confederations</u>
UNSA: employees of finance, treasury, justice ministries	25,000	1954	Treasury, finance, customs, direct taxes	1975: 60 days blocking direct tax offices	Not good
DIRSTAT: management employees of state, regions, state-controlled organizations, autonomous administrations	6,000	1948	Rome treasury	None, maximum 1 day strike	Fairly good
FIALP (CISAL): comprises 44 unions of employees of welfare organizations	10,000	1956	INAIL, ENPAS, INPS, INAM, ENAOLI	1981: INPS mechanographic center work stoppage, pension delays	Very bad
FIADDEL (CISAL): employees of local organizations	40/45,000	mid-1970's	Policemen	1979-80: 48-hour sit-down strikes, delays and slowdowns in certificates and public documents, traffic snarls	Good
FISAEAL (CISAL): garbage collectors	Several thousand	mid-1970's	Large southern communes	1979-80: 1 week strike with serious health problems	Not good
ANPAC (FASPAC): civilian pilots	1,200 out of 1,700	1952	--	1978: "wild eagle" with sit-down and crippling strikes: autumn 1980 crippling strikes	Not good
ANPAV (FAAPAC): flight attendants	600 out of 3,800	1972	Rome, Milan	1979: grievance committees block airports for 30 days	Not good
ATV (FAAPAC): flight technicians	300 out of 300	1950	--	1974: 20 days of strike	Fairly good
ANPCAT (FAAPAC): air transport controllers	800 out of 3,000	1980	--	1980 and February 1981: successive strikes	Very bad
FISAFS (CISAL): railway workers	11,000	mid-1950's	Machinists, clerks, station personnel	1977: 6 weeks of strikes with periods of complete railroad paralysis	None
SINAF, SASMANT, SAPENT: railway ferryboat workers	1,100 out of 3,400	--	Civitavecchia, Messina, Villa San Giovanni	From 1977 to 1980 continuous strikes, especially in summer months (August)	None
FDERMAR: FINMARE seamen's group	1,500/2,000	1974	Rome, Genoa, Naples, Palermo	August 1978, 1979: 20 days strike during August vacation period	Not good
USCLAC: masters of ocean-going vessels, commanding officers	800 out of 2,000	1950	--	--	Good
UNCDIM: captains, chief engineers	500 out of 2,000	1972	Genoa	--	Good
LASCAM	600 out of 9,000	1972	Genoa	--	Very bad
CISAS: service employees (especially paramedics)	Some tens of thousands	1976	Registered nurses	Autumn 1978: 45 days of strike	None
FIALS: paramedic staff	8/10,000	1974	Large southern hospitals & Rome	--	None
ANAO, ANPO, CIMO: hospital doctors	--	Early 1970's	--	1981: agitation underway	Fairly good
SNASE (SNALS): elementary teachers	30,000	1951	Southern and central Italy	June 1980: stoppage in exams and grading	Mediocre
SNSM (SNALS): high-school teachers	30,000	1944	--	June 1980: 20 days delay in grading	Not good
SASMI (SNALS): junior high-school teachers	70,000	1954 (combined 1955)	--	June 1980: 20 days delay in grading	Not good
FABI: bankers	45,000	1948	--	Contract renewals with CGIL-CISL-UIL federation	Excellent
FALCRI: savings bank managers	8,600	1950	Cariplo	" " "	Excellent
SILCEA: bankers and insurance people	10,000	1967	Sicilian Bank, Naples Bank, San Spiroto Bank, Bank of America and Bank of Italy	1979 cashiers' strike	Not good
FEDERDIRIGENTI: bank directors	15,000 out of 40,000	--	--	Does not use strike instrument	None
FNA: insurance people	10/11,000	Early 1950's	Large cities	1980: 120 hours of strike from June to October	Fairly good
SNFIA: insurance company employees	1,800 out of 2,600	Early 1950's	--	1980: 120 hours of strike from June to October	Not good

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come later: "After," Colombo says, "a lengthy and thorough discussion has engaged the attention of all our organizational levels." Provided that the difficulty of the moment--conflicts which are arising within the unitarian federation--does not give the others too much leeway.

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GENERAL

FRANCE

LASER GYROSCOPY, ANEMOMETRY SYSTEMS ADVANCES

Paris AIR & COSMOS in French 25 Apr 81 pp 22-24

[Article by Gerard Collin "Navigation and Guidance: Toward a Laser System"]

[Excerpts] As far as laser applications are concerned, gyrometers are especially well known in the areas of navigation and guidance. But it is already apparent that lasers will be applied to other areas, so that we can already speak of a laser navigational and guidance system for the year 2000.

The laser gyrometer already seems to be a prime competitor for traditional gyrometers in advanced applications: navigational accuracy of one nautical mile per hour and--for military applications--reduced reaction time.

The advantages of laser gyrometers are less obvious in the case of less advanced applications since this type of gyro takes up more space and is more costly than the traditional spinning gyro. But projects for the development of miniature gyrometers (square gyros, a few centimeters around) have already begun in the industry: SV2/Sfena and Litton. In the United States and in France, the interest created by laser gyrometers for tactical applications is already evident (T-22 and Cruise Missile programs in the United States in particular). But for the moment, the advantage remains with traditional gyros in this area. Another target area for laser gyrometers is that of armed helicopters. It is in this area that flight tests of the SV2 Sextan system were performed in France within the scope of the (defunct?) French-German HAC helicopter program.

We must finally mention the activities carried out in the United States for the development of a CAINS-2 version of a laser gyrometer inertial guidance platform for aircraft carriers.

The real future of laser gyrometers will depend for a large part upon the ability of the companies involved to develop reliable manufacturing processes: fabrication of the optical blocs, aging of the mirrors or in general to demonstrate the reliability (rather than performance) characteristics claimed by developers. Another important consideration is the need for simultaneous development of other "exotic" gyroscopy technologies such as: electrical suspension, nuclear magnetic resonance, optical fibers.

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SV2: Development of the Gyrolaser Continues

After the first flight tests of the Sextan I gyrolaser system, SV2 continues laser gyrometer development in four directions:

--Expansion of the application area. After helicopters, SV2 is in the process of studying the application of laser gyrometers to other carriers: armed aircraft, missiles, etc.;

--Development of a production prototype designated Sextan II with a 7 MCU format utilizing a control keyboard/display;

--Development of an inertial navigational platform (one nautical mile per hour) with a short 3/4 ART or an Arinc 704 configuration. For these two versions, two types of gyrometers are being developed: triangle-shaped with a 33 Cm perimeter or square. The first flight tests are scheduled for early 1982 on a Caravelle at the Bretigny Flight Test Center;

--Development of a "microgyrolaser" with a perimeter of only 12 cm for use in tactical missiles.

Anemometry

Laser velocimetry, or anemometry has been studied in France for the last several years. ONERA first developed wind-tunnel techniques. SAT was also involved as early as 1974 with a CO₂ laser, and the French-German Saint-Louis Institute (ISL) was engaged in studies which resulted in some flight tests at the Bretigny Flight Test Center in 1977. The ISL is scheduled to be back at Bretigny in the near future with an improved version.

On the industrial level, SV2 and the Sfena/Crouzet/Quantel group are now developing an on-board Doppler retrodiffusion anemometer. The test cycle is supposed to begin at Crouzet next October. Flight tests are being planned at the Bretigny Flight Test Center and it seems that the SV2 system will fly before the end of 1982, probably aboard a helicopter. The ONERA is assisting SV2 in this endeavor, both directly and through the Center for Technical Development and Research (CERT). In Great Britain, similar studies are being carried out under the guidance of the Ministry of Defense (RAe Bedford and RSRE Malvern). They are working on a Doppler sensor with a 3-watt CO₂ laser. The system, designated LATAS, is installed in the nose of an HS125. The main characteristics are: maximum range, several hundred meters; 120 measurements per second, integration based on measurement of 400 elementary surface wave spectrum components samplings with a 25 MHz passband. The laser and the power supply are provided by Ferranti and the surface wave spectrum analysers by Racal. Real time processing has been developed by Cambridge Consultants.

Toward a Laser System?

SV2's activities in the gyrometer and anemometer areas are interesting and open new vistas on the future of airborne laser measurements. The gyrometer and anemometer are two main components of the stabilization, guidance, and navigation

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of a modern aircraft. But the laser can do better. There is no obstacle to directing the laser vertically to measure vertical velocity: this would result in an accurate and fast response variometer. One difficulty is the elimination of the downward velocity component of water particles (rain, etc.).

Using a powerful laser, it is also possible to aim down to the ground, thus providing an excellent altimeter, equivalent to military telemeters. Using a laser beam, it is even possible to explore the ground relief ahead of the aircraft, resulting in an ideal ground proximity sensor which would allow anticipation. Using side beams, it is also possible to obtain a Doppler radar. By extrapolating, it is possible to develop aircraft proximity sensors or even an anti-collision system. Experimental studies are being carried out in this area in the United States for general aviation by researchers at Princeton University. A neon-helium laser, located at the top of the tail fin, shoots a 360° rotating beam detected by photo-cells with approximate determination of the relative position of the "intruder."

As a last extrapolation, a weather or ground cartography radar, similar to traditional radars, could be developed.

The main difficulties are: atmospheric attenuation (this is the reason why a CO2 laser is preferred), output power, efficiency (hardly more than 1 percent today), thermal dissipation, cooling, space, and cost.

Cable Detection for Helicopters

In a related area, work on the development of a cable detector for helicopters should be mentioned. The danger presented by electrical cables to low-flying helicopters is well known. The use of a detection laser providing an image recognition function for points located along a line has been considered. Studies are being carried out in France in this area by SAT and SV2. SAT seems to be the furthest ahead in this activity, to the extent that helicopter test flights are planned in association with SNIAS for the end of the year (using a CO2 laser). SAT does not rule out a possible extension of this detector to altimeters.

As we can see, there is almost no area in the fields of navigation/guidance where the possibilities of the laser are excluded. These technologies are, however, far from being mature, except for gyrometry.

System Integration and Concept

Considering the potential offered by lasers, we may carry the thinking to a higher level, that of integration of laser technology in aerospace data capture systems.

It has been observed that lasers can be used to perform several kinds of measurements using the ground or surrounding air as reference. The idea has therefore occurred to integrate these functions using some multi-function lasers as a base. Angular velocity and attitude measurements have already been integrated using laser gyrometers and the strap-down concept. The same kind of thinking could lead to an optimized integration of the air and ground sensing functions.

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It should be noted that only an attempt of this kind could a priori result in an economic system. It is difficult to see today how a laser anemometer could be cheaper than a capsule, rate-of-climb indicator, etc. On the other hand, the answer is far from obvious in the case of an integrated laser system.

One can for instance conceptualize time-shared emission using optical systems with forward firing capability (anemometry), vertical firing capability (rate-of-climb, altimetry), angle firing (Doppler radar and anticipation ground proximity warning system), 360° sweep capability (anti-collision), panaramic sweep capability (radar).

From an industrial standpoint, this thinking seems logical. For instance SV2 considers that to go from the laser gyrometer to the anemometer requires only a reasonable additional investment over the investments dedicated to gyro development (Fr 200 million over a 5-year period). This is because of the similarity in materials and technologies: optical, high precision mechanical, vacuum, pollution, etc. Finally, it seems that the laser could be the vehicle of the integration of "outside world" sensing functions and could extend the integration of airborne computation functions. For the moment, the laser gyrometer remains marginal, but with the assistance of progress, lasers could well eventually pervade the field of navigation/guidance.

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GENERAL

FRANCE

THIRD ARIANE READY FOR LAUNCHING ABOUT 18 JUNE

Paris AIR & COSMOS in French 25 Apr 81 p 47

[Text] The flight capability review which took place in early April at les Mureaux involving the CNES [National Center for Space Studies], the ESA [European Space Agency], and the Aerospatiale, prime contractor of the launcher, concluded that the third satellite launcher "Ariane" (L03) was ready to fly.

The five Viking 5 engines with modified injectors of the first stage were installed in March by SEP, the company responsible for the propulsion system. The second stage engine was also fitted with a modified injector before being installed in the rocket. The L03 launcher will be transported to Guiana in April for a launch which remain scheduled for the second half of June, probably after 18 June. On 12 April, Aerospatiale has also sent the satellite "Meteosat 2," built by ESA, to Guiana. Along with the Indian satellite "Apple," this satellite will constitute the L03's payload.

The satellite and its apogee engine, along with all the support systems, amounting to 65 tons of equipment, were sent to Cayenne (French Guiana) via B.757 Air France cargo plane. From there, the equipment will be transported by road to the launch site at Kourou.

Like its predecessor, the "Meteosat 2" satellite was built with Aerospatiale as the prime contractor with the companies MBB, Marconi, Matra, SAT, ETCA, Selenia, and SEP participating.

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